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**IN THE CLAIMS:**

1. (previously presented) A crossover mirror assembly for mounting on an exterior front surface of a vehicle, the vehicle having a cab region, the crossover mirror assembly meeting a particular forward, rightward and leftward visual orientation in front of school buses as mandated by Federal Motor Vehicle Safety Standard 111 and comprising:

an arcuate mirror having a reflective surface;

a frame coupled to said arcuate mirror, said frame having a tubular region, said tubular region defining a center point;

a mirror mounting support coupled within said tubular region and to the exterior front surface of the vehicle;

an electronic actuator coupled to said arcuate mirror, said electronic actuator being actuated to swivel said arcuate mirror along an x-axis and about said center point; and

an electronic controller electrically coupled to said electronic actuator and contained within the cab region, said electronic controller controlling the actuation of said electronic actuator to move said arcuate mirror clockwise or counterclockwise along a horizontal plane about said center point.

2. (previously presented) The crossover mirror assembly of claim 1, wherein said electronic actuator comprises a servomotor.

3. (previously presented) The crossover mirror assembly of claim 2, wherein said electronic controller comprises a toggle switch type controller.

4. (withdrawn) The mirror assembly of claim 1, wherein said electronic actuator comprises a stepper motor.

5. (withdrawn) The mirror assembly of claim 4, wherein said controller is a dial controller.

6. (previously presented) The crossover mirror assembly of claim 1, wherein said arcuate mirror is limited in rotation about said center point to a predetermined angle relative to a centered position, wherein said predetermined angle

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is a defined as a comparison of a relative orientation of said arcuate mirror at a first position as compared with said centered position, said first position corresponding to a clockwise-most allowable position or to a counterclockwise-most allowable position of said arcuate mirror, said centered position located midway between said clockwise-most allowable position and said counterclockwise-most allowable position along a horizontal plane.

7. (previously presented) The crossover mirror assembly of claim 6, wherein said predetermined angle is not greater than approximately 45 degrees counterclockwise or clockwise from said centered position.

8. (withdrawn) A method for improving the field of vision of a crossview mirror assembly in front of and to the side of a vehicle, the crossview mirror assembly having an arcuate mirror and being mounted to the front fender of the vehicle using a mounting support, the mounting support also being coupled within a tubular region of the crossview mirror assembly, the tubular region defining a center point, the method comprising:

coupling an electronic actuator within the crossview mirror assembly to the arcuate mirror;

coupling an electronic controller within a cab area of the vehicle;

electronically coupling said electronic actuator to said electronic controller;

and

activating said electronic controller to send an electrical signal to said electronic actuator, said electronic actuator interpreting said electronic signal and rotating in a first direction about the center point about a horizontal plane in response to said interpreted electronic signal, thereby rotating said coupled arcuate mirror in said first direction about said horizontal plane about the center point, said first direction selected from the group consisting of a clockwise direction and a counterclockwise direction.

9. (withdrawn) The method of claim 8, wherein the rotation of said actuator is limited to a predetermined angle about said center point relative to a centered position, wherein said predetermined angle is a defined as a comparison of a relative orientation of said arcuate mirror at a first position as compared with said

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centered position, said first position corresponding a counterclockwise-most allowable position or to a clockwise-most allowable position of said arcuate mirror and said centered position located midway between said counterclockwise-most allowable position and said clockwise-most allowable position.

10. (withdrawn) The method of claim 9, wherein said predetermined angle is between approximately 0 and 45 degrees clockwise or counterclockwise about said horizontal plane from said centered position.

11. (withdrawn) The method of claim 9, wherein coupling an electronic actuator and coupling an electronic controller comprises:

coupling a servomotor within the crossview mirror assembly to the arcuate mirror; and

coupling a toggle switch type controller within a cab area of the vehicle.

12. (withdrawn) The method of claim 11, wherein activating said electronic controller comprises:

depressing a toggle switch of said toggle switch type controller in a first direction, wherein said depression sends an electrical signal to said electronic actuator, said electronic actuator interpreting said electronic signal to rotate about the center position along a horizontal plane as a function of said interpreted electrical signal, thereby rotating said coupled arcuate mirror in said first direction about the center point, said first direction selected from the group consisting of a clockwise direction and a counterclockwise direction.

13. (withdrawn) The method of claim 9, wherein coupling an electronic actuator and coupling an electronic controller comprises:

coupling a stepper motor within the crossview mirror assembly to the arcuate mirror; and

coupling a dial controller within a cab area of the vehicle, said dial controller having a dial rotatable between .

14. (withdrawn) The method of claim 13, wherein activating said electronic controller comprises:

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dialing said dial from a first position to a second position, thereby generating an audio signal;

sending said audio signal from said dial controller to said stepper motor, wherein said stepper motor rotates in a first direction from a first position to a second position about a center point along a horizontal plane in response to said audio signal.

15. (withdrawn) The method of claim 14, wherein said first direction is a counterclockwise direction.

16. (withdrawn) The method of claim 14, wherein said first direction is a clockwise direction.